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MR. PEARY'S RETURN.

The many friends of Civil Eng. R. E. Peary, U. S. N., and the public generally have been very much gratified by his safe return from North West Greenland, where, since the summer of 1898, he had been pursuing his latest series of explorations. Mrs. Peary and her daughter went north last summer on the *Windward* to bring the explorer home. He was found, as expected, at Payer Harbour, near Cape Sabine. The party, including Matt Henson, returned on the *Windward*, arriving at Sydney, C. B., on Sept. 18. All were well.

Mr. Peary sent to the Peary Arctic Club the following report of the work of his expedition since August 9, 1901:

Left Erik Harbor, on the Ellesmere coast, August 29 [1901]. The party reached Payer Harbor September 16, crossing Roose Bay partly by sledge and partly by boat, then walking across Bedford Pim. About a week later my Eskimos began to fall sick, not one escaping. By November 19 six adults and one child were dead; nearly all the others very weak, but out of danger. Early in January Eskimos came across from Anoritok, bringing news of the ravages of a fatal epidemic through the tribe. Word was sent back by these scouts for as many of the survivors as could come to me, and, by the end of the month, they began arriving.

In February a large depot of dog-food was established near Cape Louis Napoleon, some sixty miles north of Sabine. On March 3 my advance party of six sledges, in charge of Henson, left for Conger. March 6, starting with the main party of sixteen sledges, leaving Percy in charge at Payer Harbor, Conger was reached in twelve marches, arriving within an hour or two of the advance party. My supporting party of Eskimos, returning from Conger, brought down the instruments, chronometers, and Arctic library.

Eight marches more took us to Cape Hecla. The north end of Robeson Channel was all open across to the Greenland coast, lakes of water extending northward as far as could be seen from Black Cape and Cape Rawson. From Hecla another supporting party returned.

April 1, started northward over the Polar Sea with Henson, four Eskimos, and six sledges. Old floes, covered deep with snow and intersected with rubble ridges and lanes of young ice, were encountered from the moment we left the ice-foot. The same kind of travelling, except the lanes of young ice, was found by the English expedition of 1876. After six marches open leads and floes in motion were encountered. Two natives were sent back. As we advanced the floes became smaller, the pressure ridges on a grander scale, and the open leads more frequent. Each day's march was more arduous, and our general course was deflected west by the character of the ice. Finally, at 84°17' north latitude, northwest of Hecla, the Polar pack became impracticable, and further efforts to advance were given up.

New leads and pressure ridges, with foggy weather, made our return, in some respects, more trying than the advance. Hecla was regained April 29, and Conger May 3. Leaving Conger May 6th, Cape Sabine was reached on the 17th. A few days later went north as far as Cape Louis Napoleon to complete the survey of

Dobbin Bay, returning the first of June. A proposed trip across Ellesmere Land westward was prevented by open water at Buchanan Bay.

The ice broke up earlier than in 1901, and Payer Harbor was blockaded almost continuously. The *Windward* bored her way through the ice, and entered the harbor the morning of August 5, and got out again the same afternoon, with scarcely fifteen minutes to spare before the harbor was closed by the ice. Forcing our way across Smith Sound, my Eskimos, with their belongings, were landed at Kangerdlooksoah, in Inglefield Gulf. Several days were devoted to hunting walrus. Then the *Windward* started south, reaching and leaving Cape York the afternoon of August 28. Calling at Godhavn, Greenland, and Cape Haven, Baffin Land, the *Windward* arrived at Chateau Bay, Labrador, September 14, and sent dispatches.

The summer voyage has been without mishap, and the *Windward*, with her new engines, has made as good time as the larger and more powerful ships that have been going north the past ten years.

The year at Payer Harbor was passed comfortably, though the anxious strain, caused by the ravages of disease among my faithful people, was not light. Food was abundant, and our supply of musk-ox and deer meat continued throughout the year. The northern sledge trip in the spring was arduous, but not marked by special exposure, suffering, or danger more than is necessarily incidental to serious Arctic work. Equipment and personnel were satisfactory, and further advance was vetoed by insuperable natural conditions.

The *Windward* has on board the instruments, chronometers, and Arctic library abandoned by the Greely Expedition, and numerous specimens of natural history—bear, musk-ox, reindeer, and walrus skins. The skeleton of a two-horned narwhal, a rare Arctic specimen; also living specimens of musk-ox, walrus, Arctic hare, and Eskimo dog are on board. The anchor and chain lost by *Erik* last summer are on board.

The *Fram* left Godhavn about August 20, bound home. She has been in Jones Sound, from whence it is understood explorations were made to the northwest. One death (a fireman) is reported since. Others on board said to be well. The little schooner *Forget-Me-Not*, which was caught in the ice at Cape Haven last year, is now on her way to St. John.

The accompanying sketch map shows the region from Melville Bay to $84^{\circ} 17' N.$, the point Mr. Peary attained last spring in his remarkable sledge journey over the ice of the Arctic Ocean. This is the region in which his great explorations of the past twelve years have been made. As the map is designed specially to show the localities in which he has laboured during his last four years' visit to Greenland, his earlier work is not indicated, excepting his sledge routes over the inland ice between the neighbourhood of Inglefield Gulf and Independence Bay; his earlier work, however, includes surveys of Inglefield Gulf and adjacent coasts, and of the northern and northeastern coasts of Melville Bay, the locating of the Cape York meteorites, hydrographical, glacial, meteorological, and anthropological investigations, and the largest collections, illustrating several branches of science, ever brought from the Arctic regions.

The map shows the locations of the various winter quarters occupied during the past four years; the positions of the food caches, to which were carried by sledge from Smith Sound large



quantities of supplies for northern sledge expeditions; the sledge routes up the channels leading north from Smith Sound, and also around the northern end of the archipelago to the north of Green-

land, and from Cape Hecla over the sea-ice to the most northern point yet attained in the American Arctic. For purposes of comparison, the highest latitudes reached by Markham and Lockwood and Brainard are indicated. The point reached by Peary is fifty-eight statute miles farther north than Lockwood's farthest.

The map also indicates the previously-mapped coasts of which Mr. Peary has made new surveys, and also the new coasts that he has discovered and mapped. Merely the positions of the coasts where these phases of work have been carried out are indicated, as the details of the surveys can be given only on maps of larger scale. A sketch map on a much larger scale, showing the region of intricate channels, penetrating deeply into the land between Cape Sabine and Cape Hawks, resurveyed by Peary, appears in the BULLETIN (1899, opposite page 381). That map also shows the deep inlet (Cannon Bay) south of Greely Fiord, whose extent was discovered by Peary on his sledge journeys of 1898-99.

The map material, resulting from Mr. Peary's long journeys during the past four years, will be of great value for the improvement of the atlas sheets of this portion of the Arctic regions.